

The Hongkong Telegraph.

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No. 8616

第五初月九年三統宣

THURSDAY, OCTOBER 26 1911. 四拜禮

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TELEGRAMS.

THE REBELLION.

[Service To The "Telegraph."]

ARTILLERY AND MONEY WANTED.

Bombay, Oct. 25, 1.45 p.m.
General Yin Chang has informed the Government that the rebels have 400 guns.

He demands additional artillery, and also money with which to pay the troops before he advances.

A message from Sianfu states that the rebels are making overtures to the Mohammedans of Kansu.

CAREFUL REBELS.

Durban, Oct. 25, 10 p.m.
Reuter's correspondent at Peking states that the rebels are taking the utmost precautions against excesses.

They are not anxious to take over sympathising cities until they are prepared efficiently to administer them. They aim at a bloodless revolution.

The Imperialists contend that one Imperial victory would crush the whole rebellion which, they say, is thereby sporadic.

A SKIRMISH.

Bombay, Oct. 26, 7.20 a.m.
Reuter's correspondent at Peking reports that the order for the departure of the Inniskilling Fusiliers for India has been countermanded. Other legion guards have been considerably strengthened.

Five thousand Imperial troops have entrained at Peking for Hankow.

Wireless messages report an encounter to the north of Hankow to-day. The rebels advanced to Seven Mile Creek and an extended skirmish ensued.

Subsequently the rebels retired slightly.—Reuter.

REVOLUTIONARY SUCCESSES.

Shanghai, Oct. 25.
Kiuking has been captured. The Taotai, the Prefect and the Colonel in command escaped before the arrival of the rebels. Peking, a Manchurian, and the Taotai of Kiuking and Nanking are taking shelter in Shanghai. All the forts in Wuhow have fallen into the hands of the revolutionists.

The Imperialist warships have now steamed down the river as far as Anhui province.

The rebels in the Chinatown of Hankow have forced the office of the China Merchants' Steamship Co. to remove the dragon flag and to fly the rebels' standard instead. The order of the rebels was not taken notice of in the first instance and the revolutionists at once took possession of the office.

The fall of Onking prefecture is considered imminent. H. E. Chu Ka-po, the Governor, has instructed General Tsiang Ki-sui to despatch troops to Onking to relieve the prefecture.

CAPTURE OF CHANGSHA.

Changsha has already been captured by the rebels. H. E. Yu Sing-kuk, the Governor of Hunan, has been taken prisoner. General Yin Chang has arrived in the Hankan district with his forces, and is to open an engagement with the rebels to-day. H. E. Yuan Shih-kai received his seal of office at Wusinkwan on the 23rd inst.—[Shat Po.]

TELEGRAMS.

THE REBELLION.

PRINCE CHING ILL.

Peking, Oct. 25.
Prince Ching is seriously ill. It is reported that the President of the Ministry of Communications has been allowed to resign.—[Shat Po.]

SHUM CHUN-HSUN.

Peking, Oct. 25.
H. E. Shum Chun-hsun after being repeatedly pressed by the Throne has been obliged to take up his post as Viceroy of Szechuan.—[Shoung Po.]

APPEAL FROM YIN CHANG.

Shanghai, Oct. 26.
General Yin Chang has telegraphed to the Capital urging the early despatch of arms, ammunition and provisions to Hupoh, and asking the Throne to reinforce his forces with artillery. The rebels have not completed their arrangements for a battle with the Imperialists, and as a consequence they have not advanced. Therefore both sides are inactive although occasional skirmishes occur.

The troops in Si-an in Shensi have broken out into mutiny. Tangkwan is in danger.

The fleet under Admiral Sui is anchored off Sinkashan. Admiral Sui has telegraphed to Peking for the despatch of the Minister for the Navy or Vice-Minister to command the fleet in his stead.

FINANCIAL CRISIS.

A crisis in the money market in Nanking is imminent. The inhabitants are fleeing. The Governor of Kiangsi, H. E. Fung Yu-kwai, fearing that the troops might break into mutiny, has ordered them to surrender their arms.

JAPANESE MOVEMENT.

The report of 10,000 Japanese troops entering Fengtien in Manchuria has been confirmed.—[Shoung Po.]

NEWS FROM CANTON.

QUEER LOYALTY.

[THE "TELEGRAPH" CORRESPONDENT]

Canton, Oct. 25.
A meeting of the gentry, merchants, the members of the Self Government and other Societies was held to-day. Tang Wah-hoi, ex-Governor of Anhui, and Leung Ting-fun, ex-Provincial Judge of Hupoh, were in the chair and vice chair. The decision of the gathering was that, in consequence of the financial strain brought about by the last rising and other calamities, and of the fear of a second rising in Canton, it was inadvisable that Canton should send troops to Hupoh to assist in the suppression of the rebellion or send money to assist the Imperial troops.

THE GREAT (?) BATTLE.

A CASE OF MUTUAL TIMIDITY.

The following description by an eye-witness of the fighting [?] at Hankow last Wednesday and Thursday has been supplied to the "N.O. Daily News" by the China Inland Mission.

TELEGRAMS.

THE REBELLION.

FIRST ENGAGEMENT.

Wednesday, Oct. 18.
Rebel troops move down from their positions at back of native city during the night to a point half way between Golf Club and Race Course. There is some skirmishing in the Belgian Bunding and by noon twenty-five men were brought to the London Mission Hospital. Rebels.

About 10.30 a mob of rebel coolies destroyed Culvert Bridge. Imperialists with short train and officers on the engine came down, inspected, and retired, after which the coolies went back and finished their job.

Peking troops enter a "Chinese Town" just west of Garo Fluviale, also stationed in large numbers river side of rail embankment below Japanese concession. At mid-day Imperialists retire from latter position.

About 3 o'clock rebels advanced from first position. By 4 o'clock, with but little firing, they had advanced to beyond Race course. What firing there was mostly fell short either into Race Club grounds or into Southern end of "Chinese Town." Numbers of Imperialist troops who were in a train standing below Garo Fluviale were drawn out to behind Kilometer Ten station, no reply whatever being given to the rebel firing. Rebels advanced cheering along railway. Some dozen shots were fired at the retiring train, and station, but shots were mostly short and as far as could be seen no damage was done. Still no return fire whatsoever from Imperialists. Great numbers of rebels came up from back of concessions, and river side of railway embankment.

CRUISERS OPEN FIRE.

(4 o'clock) About 4 p.m., after rebel guns had all been brought up and had fired for some time into south side of "Chinese Town" the Chinese cruisers opened fire from off the Bund. They alarmed the soldiers from where they were attacking "Chinese Town" after the third shot. The rebels left their little field gun standing there on the rail embankment. It was either destroyed by cruisers' fire or was recaptured. The writer did not happen to be looking that way when it disappeared.

Rebel officers were directing operations from the high (pigeon shooting) tower in the Race Club grounds.

The second cruiser fired at it. Officers came down from top ohop-ohop after first shot, only one remaining and he came down at the second. Two shots grazed the framework. They mostly went wide, though one at any rate seemed to hit the Race Club pavilion. No damage was done to the tower, except for the two li e grazes mentioned.

TELEGRAMS.

THE REBELLION.

BOLD ATTACKERS.

The cruisers fired pretty freely into rebel positions east of Race Course and into south of "Chinese Town." This seemed thoroughly to frighten the rebel troops and by five o'clock they were all retreating as fast as they could. One horse was seen riderless. The rebels could be seen retreating as far as the Race Club Road, after which they were hidden from the writer's view.

There would be no need for them to retire further than that point, since the cruisers' guns could not get at them without firing across, or over the Japanese Concession. There was no attempt whatever by the Imperialist land forces to follow the retreating rebels.

In fact, throughout the whole engagement there was no fire whatever from the Imperialist land forces. The rebels were encouraged to come right along and not until they were well past the Japanese Concession did the cruisers fire a single shot. The first few shots appeared thorough to unnerve the rebels who were thus exposed to the cruisers' fire. The cruisers' fire set alight a number of Chinese tiled houses. Another fifteen shots or so were fired by the cruisers as a kind of finish up for the day.

SECOND ENGAGEMENT.

Thursday, Oct. 10.
11 a.m.—Rebels advance again from Sinsong Road neighbourhood and at 11.50 fire into Imperialist position by Race Club and south west side of "Chinese Town." Under cover of smoke and fire advance across Race Club grounds and round by country at double quick march.

Cruisers remain further down river than yesterday. 12.55—No rebels advancing along railway line as they did yesterday. Advancing solely round by country between Race Club and "Chinese Town."

With the exception of a few shots from the Imperialist outposts, there has yet been no reply fire from either land or river forces.

Several rebel officers up in Race Club Tower. A handful of Imperialists can be seen just this side of Kilometer Ten Station.

CRUISERS AND CAMP.

1.10 p.m. Cruisers manoeuvring round and round, possibly to prevent Wuchang forts getting a certain shot at them. Large numbers of coolies following behind the advancing rebel troops. 1.20—Field-gun drawn by mule appears on Rail Embankment. Cruisers have retired down to Seven Mile Creek. No firing the last twenty minutes.

1.28 Three cannon shots by rebels into north of Chinese Town. 1.32—Company of rebels soldiers advance along railway. No movement can be seen in small Imperialist camp south side of the station. Some thirty or more khaki tents can be seen.

1.40—Cruisers are now away down at bend of river.

2.7—Rebels march on station and meet with no opposition. Men in coolie garb went ahead and acted as scouts going up to the tents and to the houses that were originally built for the Belgian Engineers, to ascertain if there were Imperialist troops in hiding. In this way there was no necessity to fire on these foreign-built houses or the station buildings. Three railway trucks are brought down the line by coolies.

2.12—Rebels carry away Imperialists' tents.

5.30 p.m.—Rebels are seen carrying away Imperialists' tents, ammunition, rice, etc., from the captured station and camp, and great numbers returning to Hankow.

TELEGRAMS.

THE WAR.

STERN MEASURES.

[SERVICE TO THE "TELEGRAPH."]

Durban, Oct. 25, 3.35 p.m.

It is reported from Tripoli that by order of a Court-Martial a Kavaas employed at the German Consulate has been shot publicly for stabbing a wounded Italian soldier.

TURKEY AND GREECE.

Bombay, Oct. 25, 1.45 p.m.

The brutal murder and mutilation of the Greek Metropolitan of Gravosa and two attendants in the Vilayet of Monastir has excited the greatest indignation in Greece, where the Young Turks are unhesitatingly accused of committing at the Roumanian propagandists' plan to carry out the crime.

RED SEA LIGHTS.

Bombay, Oct. 26, 7.20 a.m.

Italy has ordered the relighting of Italian lights in the Red Sea.—Reuter.

PRINCE OF WALES.

HIS NAVAL TRAINING.

[SERVICE TO THE "TELEGRAPH."]

Durban, Oct. 21, 1.35 a.m.

The Prince of Wales has concluded his term of naval service on board H.M.S. Hindustan.—Reuter.

FRANCE AND GERMANY.

NEARING THE END.

[SERVICE TO THE "TELEGRAPH."]

Durban, Oct. 25, 10 p.m.

Reuter's correspondent at Berlin announces that the first portion of the Franco-German agreement affecting Morocco, has been communicated to the Powers. The second portion is practically completed.

A MATTER OF SATISFACTION.

Bombay, Oct. 26, 7.20 a.m.

Speaking in the House of Lords, Lord Morley of Blackburn said that it was a matter of enormous satisfaction that the Franco-German discussion with relation to Morocco had at last come to a conclusion which, in the opinion of those in authority in Berlin and Paris, would be acceptable to the people of both countries.—Reuter.

TELEGRAMS.

HOME POLITICS.

BALFOUR'S ATTACK.

[SERVICE TO THE "TELEGRAPH."]

Durban, Oct. 26, 1.15 p.m.

Mr. Balfour in the House of Commons made a scathing attack on the Government which was loudly cheered. He expressed himself as dismayed at Mr. Asquith's decision to limit discussion upon the most complicated Bill of the century and he affirmed that the institution of the Kangaroo Closure was a Parliamentary scandal.

The House, he said, was left without a shred of liberty. Having destroyed the House of Lords, the Government were now destroying the House of Commons. (Loud Cheers.)

ASQUITH'S DEFENCE.

Durban, Oct. 25, 10 p.m.

Mr. Asquith strongly defended the limitation of discussion on the Insurance Bill.

It must, asserted the Premier, receive the Royal assent this year or the benefits to the masses would be postponed for a year.

Mr. Lloyd George, he said, had seen hundreds of deputations and had spared no trouble nor time in meeting objections.

REDMOND'S AMENDMENTS.

Durban, Oct. 21, 1.35 a.m.

Speaking in the House of Commons, Mr. John Redmond, leader of the Nationalists, said that the Irish Party intended to propose certain amendments to the Insurance Bill, which the Government would undoubtedly accept. The statement was received with ironical cheers.

CHAIRMAN OF WAYS AND MEANS.

Durban, Oct. 25, 10 p.m.

Mr. J. H. Whitley has been unanimously appointed Chairman of Ways and Means.—Reuter.

CANADA AND RECIPROCITY.

EARL GREY'S VIEWS.

[SERVICE TO THE "TELEGRAPH."]

Durban, Oct. 25, 7.5 a.m.

The Rt. Hon. L. Harcourt presided at a banquet given at the Royal Colonial Institute in honour of Earl Grey, the late Governor-General of Canada.

The guests included Sir L. S. Jameson, the Rt. Hon. Sir Walter F. Holy-Hutchinson, the Hon. Sir Richard Solomon, the Hon. Sir James L. Hulett, the Rt. Hon. Alfred Lyttleton, Lord Minto and Sir Godfrey Y. Logden.

Earl Grey, in a speech, said that with the exception of an occasional drink, there was not a man to be found in Canada who was in favour of annexation. Reciprocity, whether good or bad, was designed to strengthen the Union with the Motherland, and the fear of the contrary was the result which influenced the elections, and proved that Canadians love their country and the Empire, but that Canada would not support Imperialism founded on Anglo aggressiveness.—Reuter.

TELEGRAMS.

HOME RACING.

CAMBRIDGESHIRE RESULT.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Oct. 26, 12.55 a.m.

The race for the Cambridge-shire Stakes was run at Newmarket with the following result:—

Long Set 1
Mustapha 2
Merbutio 3

Sixteen ran. The betting was 33 to 1 Long Set; 9 to 2 Mustapha, and 11 to 2 Merbutio. Won by five lengths; three-quarters of a length between second and third.—Reuter.

THE TERRITORIALS.

HALDANE'S HINT.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Oct. 26, 7.20 a.m.

Lord Haldane, speaking at

of the Territorial Force had come

to stay and would develop. It

might some day be based on com-

pulsory service (loud cheers). He

saw no possibility of compulsory

service at present, but he was

anxious that we should not fall

between two stools.—Reuter.

AUSTRALIA'S CRUISER.

SUCCESSFUL LAUNCH.

[SERVICE TO THE "TELEGRAPH."]

Durban, Oct. 25, 10 p.m.

Lady Reid, wife of Sir George

Reid, High Commissioner for

Australia, launched the new

Dreadnought cruiser, Australia,

at Clydebank.

The Australia is a sister ship to

the New Zealand. Large crowds

witnessed the launch and in-

cluded many Australians and

other Colonials.—Reuter.

Weather Forecast.



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 W. THOMPSON, Manager.
 Hongkong, 1st May, 1911. [22]

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TAKAO TAKAMICHI, Manager.
 Hongkong, 2nd Sept., 1911. [18]

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GEO. HODG, Manager.
 10, Queen's Road Central.
 Hongkong, 1st May, 1911. [1100]

Banks

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A. KOEHN, Manager.
 Hongkong, 9th Oct., 1911. [2]

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F. C. MACDONALD, Acting Manager.
 [280]

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Hongkong, 1st July, 1911. [160]

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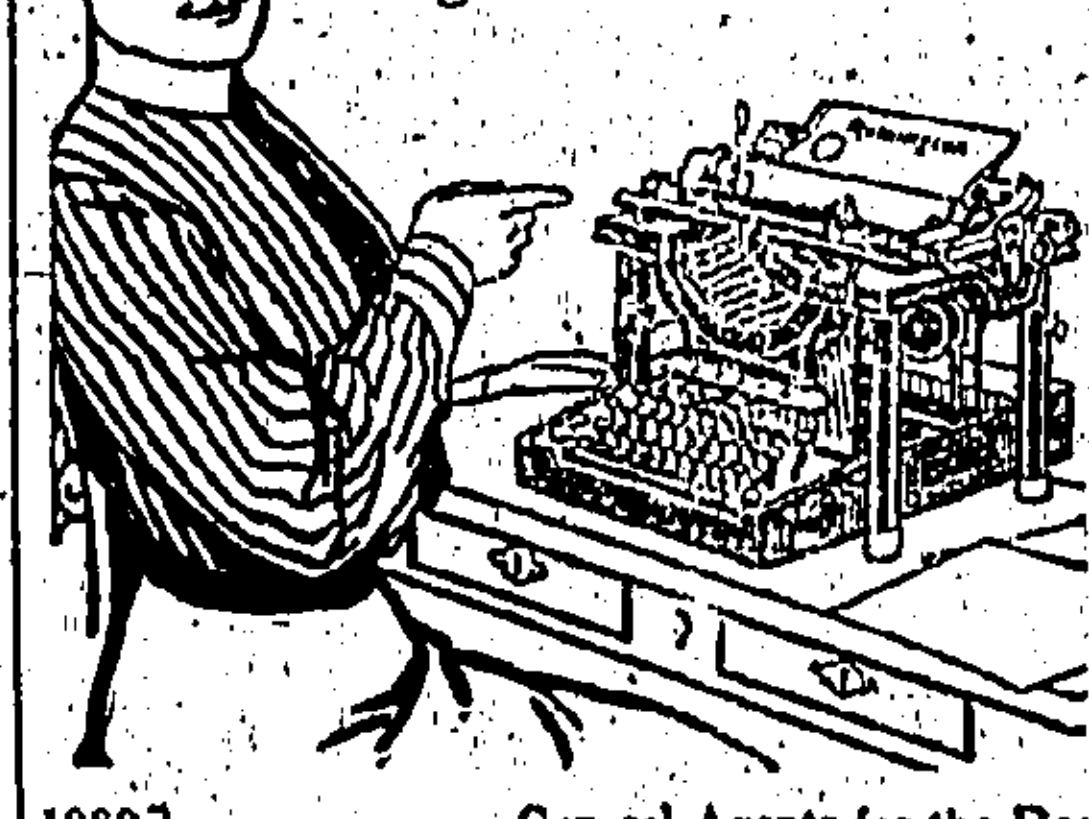
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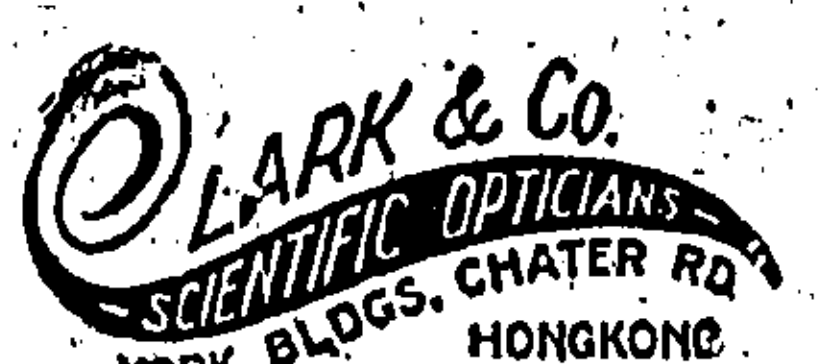
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Hongkong, 6th September, 1911. [113]

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WYNDHAM STREET (Flower St.) ESTABLISHED 1890. [147]

THE CABINET SHUFFLE.

The changes in the Home

Cabinet announced yesterday have

created something of a sensation.

It was known that some re-con-

struction was projected; but its

exact nature has occasioned con-

siderable surprise. Comment has

mostly been directed to the

exchange of offices between Mr.

Winston Churchill and Sir Regi-

nald McKenna. There is an

almost unanimous confidence

in Mr. Churchill. Bitter as

may be the Unionist opposition

to and criticism of certain aspects

of his political personality, his

striking ability and versatility are

honestly acknowledged. At the

Board of Trade he earned generous

acclamations; as Home Secretary

he has won the admiration of all

parties by the bold yet entirely

acceptable policy he has pursued.

Now he is to be First Lord of the

Admiralty, and so far as he can

control it, he will be the Navy is in

safe hands.

OUR CONTEMPORARIES

What They Think.

China Mail.

The Revolution.

Meanwhile in the Yangtze Valley there is a lull in the hostilities pending the arrival at the front of the apparently dilatory Yuan Shih-kai. How much of his former influence with the Army remains to him time will show. To him is certainly due the institution of the modern Chinese Army, but the men at present in the ranks "know not Joseph." Yuan Shih-kai's former comrades in arms have all passed out of the service. Still he is a man of the people who has pushed his way among the ruling classes by sheer ability and force of character. And this makes potent appeal in China. Besides, it is not forgotten that in the old days he always saw to it that his troops received their pay. These things must be taken into account and reckoned with when discussing the situation. Yuan Shih-kai is the man of the hour, and much will depend upon his actions during the coming weeks as to whether or not the troubles spread beyond the Yangtze Valley and as to whether he can prevent them from involving the most important parts of the Empire.

Daily Press.

The Parting of the Ways.
 To establish any organization for the relief of pauperism as such, he (Mr. Sidney Webb) holds to be a fatal mistake, which can only end in producing that large indigent population which weighs so heavily on England. Especially does he condemn the lumping together of young and old, sick and strong in pauper institutions, the management of which has no special knowledge of how to deal with them. The health of the people, he holds, should be dealt with by the health authorities, whether they be indigent or otherwise. In the same way the children fall under the educational authority, the out-of-work under the labour bureau organization, and so on. Only in this way can sickness be prevented, pressure brought to bear on parents to clothe and feed their children, and the unemployed kept from sinking into the gulf of pauperism. Japan has come to the parting of the roads, and great importance attaches to her next steps. To follow the delusive beams of benevolent charity down the wrong turning and to find at the end the workhouse, the stone-yard and all the other paraphernalia of pauper organization in Western countries would evidently be to take a fatal step.

South China Morning Post.

The Cabinet Shuffle.
 The changes in the Home Cabinet announced yesterday have created something of a sensation. It was known that some re-construction was projected; but its exact nature has occasioned considerable surprise. Comment has mostly been directed to the exchange of offices between Mr. Winston Churchill and Sir Reginald McKenna. There is an almost unanimous confidence in Mr. Churchill. Bitter as may be the Unionist opposition to and criticism of certain aspects of his political personality, his striking ability and versatility are honestly acknowledged. At the Board of Trade he earned generous acclamations; as Home Secretary he has won the admiration of all parties by the bold yet entirely acceptable policy he has pursued. Now he is to be First Lord of the Admiralty, and so far as he can control it, he will be the Navy is in safe hands.

THE

Watson's EFFERVESCENT LIVER SALT.

This valuable preparation speedily relieves
Biliousness, Sick-headache and all Derangements of
the Stomach. It purifies the Blood by imparting
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condition.

A. S. WATSON & CO., LTD.,

HONGKONG DISPENSARY.

Hongkong, 21st October, 1910.

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By Order, "HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone No. 1. A.B.C. Western Union

The Hongkong Telegraph.

HONGKONG, THURSDAY, OCTOBER 26, 1911.

A SHAMEFUL PLOT.

Those who regard Mr. Balfour as somewhat of a spent force, and lacking in qualities of leadership, must have been agreeably surprised to find him in excellent fighting mood when Parliament reassembled. The telegrams which appear in our issue to-day are necessarily brief, but it is possible to read between the lines and discover that Mr. Balfour has not exhibited so much vigour since that day, two years ago, when he gave the ineffable Mr. Ure such a castigation as falls to the lot of few men even once in a life time.

The vigour of the Unionist leader augurs well for the near success of the only Party to which Home affairs and Imperial affairs may safely be entrusted. It is a not less hopeful sign that Mr. Asquith, usually astute whatever else he may be, gave away his whole case yesterday. The facts are simple. The Government has decided to rush the Insurance Bill through the Commons. Only eighteen or nineteen days are to be devoted to hammering into shape the clumsiest and most unwieldy measure any Minister ever offered to the Commons. Then comes the closure, shapely or shapeless, workable or unworkable, for good or ill the Bill must then become law. It is necessary, says Mr. Asquith, to receive the Royal Assent to the Bill this year, or the country will be deprived of its benefits for a year.

We have already remarked in these columns that the benefits have not their face value, that some of the details are quite actively dangerous, and that the Bill as it stands is cruelly unjust to many smaller friendly societies, to doctors, and to employees already insured. That ground need not be covered again save to remark that no opponent of the Bill desires to retard the harvest of benefits. All that is proposed is to delay the Bill in order that the benefits may be increased and that the country will not reap actual harm.

Mr. Asquith urges that the Bill must be all right since Mr. Lloyd George has seen hundreds of deputations and has spared no time and trouble in meeting objections and criticisms. We repeat that here he gave his whole case away. The fact that hundreds of deputations, bent on objection and criticism, have had to be met is the strongest of proofs that the Bill is crude and ill-considered and is the most effective argument in favour of caution and delay. If the people at Home do not see this we shall be greatly surprised.

The Premier's case was not given away by himself alone, however. His Irish master, Mr. John Redmond, deliberately announced that the Irish Party would propose certain amendments "which the Government would undoubtedly accept." Not cynical effrontery but astuteness animated the Irish leader here. Mr. Asquith must be brought to heel, and an openly public threat is the safest method to adopt in order to insure success. The whole plot is clear. The Insurance Bill and certain other measures must be rushed through in order that Home Rule may be secured before the country awakens and raises such a clamour against the outrage as dare not be left unheeded. British political history can furnish few parallels to a plot so shameful as that of trying to force upon a nation something it does not want and has not asked for. But Nemesis is on the track of the conspirators; and this divinity of punishment is certain to spare neither sword nor scabbard when she comes up with them.

DAY BY DAY.

Flattery is the worst and falsest way of showing our esteem.

A man was committed for trial, at the Magistracy this morning on a charge of kidnapping a child from Yu On Lane, West Point. The prisoner was arrested with the child in his care on board the launch Chung Chau, bound for Macao.

Noting the final exit of coffee from Ceylon, Mr. Cobham Grant writes to the "Times of Ceylon":—"It may interest you to know that the last coffee field (48 acres) in Ceylon has just been cut out and put into ten on the Nabalde estate."

The transport Somali has been ordered to remain at Chingwantao until further orders. The Somali was on board the 1st Batt. Royal Inniskilling Fusiliers. Apparently the detention of the transport may be taken as having some reference to the rebellion in the mid-China provinces.

To-day an Indian boy appeared before Mr. F. A. Hazeland at the Magistracy on a charge of stealing clothing from his father and mother. He was sentenced to 48 hours' detention and eight strokes of the birch. A coolie who aided the youngster to enjoy the results of the theft, by pawning the goods, was sent to prison for six weeks, with four hours' stocks.

It is rumoured in Bombay that the Royal Indian Marine Service is to be abolished shortly. Junior officers, it is said, will be absorbed into the Royal Navy, while seniors, who have above 10 years' service, will be employed in the Government service on shore. The majority of the vessels will be taken over by the P. & O. Steam Navigation Co., and small ships will be utilised for coast survey duty.

The Mortgage Dispute.—In the Supreme Court this morning, in which Li Po-hung, of 3 Castle Road, sued Li Shek-ping, to recover \$280, money received by the defendant to the use of the plaintiff on July 10. Mr. M. Leader Harris, of Messrs. Wilkinson and Grist, appeared for the plaintiff and Mr. W. E. L. Shenton, of Messrs. Deacon, Looker and Deacon, was for the defendant. His Lordship reserved his decision.

The Late Capt. Harland.—Readers will remember that our Singapore correspondent reported by telegraph last week the death of Capt. Harland. The following amplified particulars are from the "Straits Times" of Oct. 20.—We much regret to announce that Capt. P. S. Harland, of The Buffs, died at the General Hospital early this morning. He had been ill with an internal complaint about one week, and yesterday was operated upon. From the effects of this operation he succumbed at seven o'clock this morning. His whole military service had been with The Buffs, which regiment he joined as Second Lieutenant in 1900, attaining his captaincy in 1907. During his stay in Singapore, he had taken a prominent part in sporting events. He was a first-class polo player and took part in the K. O. R. cup match against Selangor in June. As recently as last month, he was a competitor in the matches for the Singapore golf championship; and he was interested in other branches of sport.

Photographing Singapore Forts.—The following is from the "Straits Times" of Oct. 17:—Other amateur photographers in Singapore—and their name is legion—had better reflect on the fate of two Japanese who were arraigned before Mr. Maundrell in the third police court yesterday. The charge was of photographing places within 3,000 yards of a fortification (Fort Canning) without the written permission of His Excellency the Governor; and both defendants, Kitajima and Yamasaki, pleaded guilty, adding that they were quite ignorant of the local laws. Detective-Inspector Taylor, who prosecuted, stated that they had been arrested while taking photographs in North Bridge Road and Beach Road. The magistrate imposed a fine of \$10 on each.

The Hon. Mr. E. Osborne returned to the Colony to-day.

Among those who arrived back in Hongkong to-day was Mr. E. J. Grist, of Messrs. Wilkinson and Grist.

For being drunk and incapable last night, George Allan was ordered to pay a fine of \$5 at the Magistracy to-day.

Among the passengers who arrived to-day by the P. & O. steamer Arcadia were Lord and Lady Talbot de Malahide.

November 3 being the birthday of the Emperor of Japan an At Home will be given by the Japanese Consul and Mrs. Funatsu.

At the Police Court to-day G. Robinson appeared on a charge of being a rogue and vagabond. He was ordered to be sent to the House of Detention.

Three men charged with being rogues and vagabonds and with loitering with felonious intent at Kowloon were sentenced to six weeks' hard labour and four hours' stocks at the Magistracy this morning.

The Reverend Mother of the French Convent desires through our columns to thank His Lordship Bishop Pozzani for opening the recent bazaar and all those who gave their assistance. She adds that the bazaar was a great success.

Langkats.

There was a strong market to-day for Langkats, with buyers at 77s.

Silver at Premium.

One effect of the rebellion has been to enhance the value of silver in Hongkong among the local money-changers. This morning, a premium of one cent was placed on Hongkong dollars against the Hongkong Bank. The position before the rebellion was reversed.

A Harbour Nuisance.

Before Commander C. W. Beckwith, Harbour Master, at the Marine Court this morning, a case was called in which Mr. E. Jones, Assistant Harbour Master, charged the owner of a junk with making fast to the s.s. Asahi Maru in the harbour on the 10th inst. The defendant failed to turn up and a warrant was issued for his arrest.

The Opium Case.

The case was continued in the Summary Court to-day before the Acting Chief Justice in which the Wing Yu firm of opium dealers, of 252, Des Vaux Road Central, and Wong Sau-san, opium dealer, of 128-30 Bonham Strand, for \$600 damages for breach of contract and brokerage in respect of five chests of Sankung opium, of which the defendants failed to take delivery. The defendants filed a cross action for \$365 damages in respect of five chests of Patna opium. Hon. Mr. H. E. Pollock, K.C., instructed by Mr. H. L. Dennis, J., of Messrs. Dennis and Bowley, appeared for the plaintiffs and Hon. Mr. C. G. Alabaster, instructed by Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morrell, was for the defendant.

The case was proceeding as we went to press.

Interesting Legal Decision.

Mr. Justice Sercombe Smith has given an important decision at Kuala Lumpur Assize Court. During the hearing of a perjury charge against a Chinaman in respect to a civil action, the Deputy Public Prosecutor said he proposed to prove the statements said to be false by putting in as evidence the notes of Sir Aylmer H. L. T. Rogers, who objected to the Deputy Public Prosecutor being allowed the use of the notes on the ground that they were not evidence. The case was argued at great length, and finally Mr. Justice Sercombe Smith decided that the Judge's notes were not admissible as evidence of what accused said at a former trial. Accused was convicted and sentenced to three years' penal servitude. Mr. Rogers gave notice of appeal.

THE CANTON OUTRAGE.

DETAILS OF THE CRIME.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, Oct. 25.

Early this morning the gunboat Po-pik, which had brought H. E. Fung Shan, the new Tartar General and his family from Hongkong, arrived at Canton. A number of the local officials were already at the Ping Tse Pier or Official Landing Pier to receive His Excellency.

After the usual exchange of greetings, the Tartar General took his chair, and was conveyed to the Tartar City under a strong escort of body guards and bannermen soldiers. Nothing unusual happened until the party reached Chong Chiu Street, when a bomb was thrown on to the street in front of His Excellency's chair, and exploded with tremendous force. Then there naturally was great confusion. Over ten of the bannermen soldiers were killed on the spot and about the same number were wounded. A commander of the bannermen soldiers also received injuries to his hand and foot. The chair coolies and several pedestrians were also killed.

BUILDINGS WRECKED.—It appears that the bomb came from the direction of the door of an eating house. The shop was wrecked and the house opposite met with a similar fate. A fire broke out and about seven or eight houses were burnt down. Extraordinary precautions were at once taken and all the city gates were closed. The wounded were removed to the French hospital for treatment. About noon the city gates were reopened and business was resumed. Soon after the outrage, the fire brigade was called out and began to work over the debris in order to extricate the dead bodies.

THE GENERAL'S BODY.—The body of the Tartar General was discovered under a wall which had collapsed as the result of the explosion. One of his legs and an arm were missing. His features were charred. A chain of court pearls was still hanging from his neck. One of his hands was found still holding a bottle of snuff.

THE ASSASSINS.—It is commonly believed that the crime was perpetrated by more than one person. Some say that one of the assassins was killed on the spot by the bannermen troops, while others report that one of them has been arrested, but no official confirmation has been given.

As soon as the Viceroy heard of the outrage, he ordered an immediate search for the perpetrators of the crime. His Excellency also gave instructions for the removal of the remains of the late Tartar General and at the same time he telegraphically reported the occurrence to the Throne.

LATER.—Two arrests have been made. The city is quiet.

FULLER DETAILS.

Canton, Oct. 23.

I am now able to give further particulars of the outrage. The official landing took place at 9.10 yesterday morning and the route along which the party passed, was strongly lined with troops. Some 300 bannermen formed the escort of the late Tartar General. The explosion threw the troops into great confusion, and when the police from No. 3 Police Station arrived to give assistance they were forced to retire owing to the members of the body-guard firing in all directions. The body of the supposed assassin dropped from a roof to the ground when he was shot. The master of a shop in the vicinity, finding his house on fire, also climbed to the roof and was immediately shot dead.

At the moment of the explosion one of the wives of the late General and his young daughter were only 100 yards away. They took shelter in the Naval Headquarters where the girl faints.

So far three arrests have been made. One of the prisoners has admitted taking part in the outrage. He says that his party consisted of 27 members and included two ladies.

The number of killed and wounded is officially stated as 60.

Rainbow, Oct. 20, 7.20 a.m. It is reported from Canton that the new Tartar General landed there and that while he was passing the Admiralty buildings bombs were thrown.

A few soldiers were reported as killed. Several houses were stated to have been set afire, but these were extinguished.

The Viceroy subsequently notified the Consul Body that the Tartar General had been killed.

The city remains quiet.—Roulet.

A FOREIGNER'S ACCOUNT.

The following is a copy of a private letter dated Oct. 25 received from Canton this morning:—

This morning about ten o'clock I received information that the Revolutionists had succeeded in killing the newly arrived Tartar General.

The Chinese officials did their best to discredit this rumour and said that a dummy, sent in place of the Tartar General, had been killed; however I am now in a position to say that the Tartar General was killed.

From the best information I have been able to obtain it seems that the Tartar General arrived from Hongkong yesterday and this morning landed from a Chinese gunboat to go to his yamen. While on his way I am given to understand that one or more bombs were thrown at his chair and the Tartar General with a number of his guard were killed. Twenty-two soldiers, injured by the bomb, were taken to Dr. Swan's hospital and other wounded taken to various hospitals in the vicinity.

It is rumoured this afternoon that the Chinese officials are prepared to hand over the city to the Revolutionists if a strong demand is made. I also understand a big meeting is to be held to-day by the Chinese to decide on what steps to take for the welfare of the province and to protect business.

So far there has been no demonstration against foreigners and for the present the foreigners do not consider themselves in any great danger.

Japanese Activity.

I have been told that the Japanese Consul yesterday sent a cable of over a thousand words to his Government at Tokio and was trying to get off another of about the same length to-day. I cannot vouch for this information.

CORRESPONDENCE.

[The opinions expressed by our correspondents are not necessarily those of "The Hongkong Telegraph."]

The Morphine Case.

Dear Sir,—We should like to correct a clerical error in your report of the proceedings at the Magistracy yesterday wherein the Company was charged with two offences under the morphine Ordinance. Your report states that "the total weight was given as 224 lbs of morphine" whereas the weight was 4 lbs. 4.1-4 oz. only. The 224 lbs. you refer to represented the total weight of the lozenges. The weight of 4 lbs. 4.1-4 oz. being under the 5 lb. limit would have entitled us under the Ordinance to clear the lozenges had we not had 2 lbs. weight of morphine remaining in our possession of an old shipment. We informed the P.C.M.O. of this surplus and the only reply vouchsafed was a summons. We might mention that we never have had at any time as much as 224 lbs. of morphine in our possession. When the existing Ordinance first came into force we had in our possession 23 lbs. weight of morphine which the P.C.M.O. ordered us to immediately reduce within the 5 lb. limit. We accordingly sold 20 lbs. to a local wholesale dealer (who not being a chemist would appear to be exempt from all restrictions in regard to the sale of such poisons as morphine and opium) and were thus deprived of the very hand-some profit we might have made through the big rise in the price of morphine which set in soon after the passing of the Ordinance.

We referred the other day to the three Macdonalds, or Macdonagals, or some other Macs, who have decided to settle the vexed question of precedence among themselves by tossing up with half-crowns. Now comes a wicked person who says it would be much to the convenience of the more English-speaking world if the whole clan of Macs would settle another question of precedence—the question of alphabetical precedence. There are three ways of spelling Mac, or rather there is one way of spelling it; and two ways of indicating it without spelling. For instance, you may write MacLaren, M'Laren, or M'Laren. The trouble is to sort these people out in an alphabetical list of names, for instance in "Who's Who," which contains 641-2 pages of Macs of one sort and another—too many, some people would say. But the Macs would not agree to that, of course.

Yours truly,
A. S. Watson & Co., Ltd.
John D. Humphreys,
General Managers,
Hongkong, Oct. 26, 1911.

NOTES AND COMMENTS.

The prosecution of A. S. Watson & Co., Ltd., yesterday for an alleged offence against the Opium Ordinance seems to have been a case of official over-zeal. The facts as presented by Mr. Eldon Potter show that not a shadow rested upon the firm prosecuted and that they were, in effect, charged with a serious offence because a Home manufacturer had omitted to label a case "Poison." The Magistrate very properly took occasion to state that there was a total absence of mala fides and to impose a nominal fine. The letter from Messrs. John D. Humphreys & Son, General Managers for A. S. Watson & Co., Ltd., which we publish in another column, shows that the Ordinance operates harshly and unfairly. Its early amendment is highly desirable and in the meantime the Revenue Officers would do well to season their zeal with discretion.

A doctor recommends this as good for the nerves:—"Take a full breath, and while it is retained hold the arms straight in front, not rigidly, but rather limply, and then draw the hands back to the chest in front of the shoulders. As you draw the hands back, forcibly contract the muscles of the arms and clench the fists. Keeping the arm-muscles tense and the fists out and back rapidly. Do this several times, still holding the breath. This (he does not say) should be done at home. To try it in the street might result in nasty things being said of you. Besides a smack in the back by a rickshaw might destroy all the good of the experiment."

Home papers are so terribly disappointing. The "Silly Season" has been almost forgotten this year. The "Daily Chronicle" alone lives up (or down) to tradition. It comes along with a correspondence upon the "stony-hearted stopmother." The beginning of it all was when Dr. McChitly, at the Tower Bridge Police Court, stated that stopmothers are a bad lot, that a spiteful instinct towards their stepchildren is instilled by the laws of nature, and that domestic unhappiness is the result of second marriages. This pronouncement set a man from Hoxton going. He has lived there all his life and he offers an excellent certificate of character to the stepmothers of that locality. Along comes a West Ham widower, too, who reports that the lady of his second choice managed his considerable family for five-and-twenty years to his complete satisfaction. He practically admits they were a handful, too. She's dead.

We referred the other day to the three Macdonalds, or Macdonagals, or some other Macs, who have decided to settle the vexed question of precedence among themselves by tossing up with half-crowns. Now comes a wicked person who says it would be much to the convenience of the more English-speaking world if the whole clan of Macs would settle another question of precedence—the question of alphabetical precedence. There are three ways of spelling Mac, or rather there is one way of spelling it; and two ways of indicating it without spelling. For instance, you may write MacLaren, M'Laren, or M'Laren. The trouble is to sort these people out in an alphabetical list of names, for instance in "Who's Who," which contains 641-2 pages of Macs of one sort and another—too many, some people would say. But the Macs would not agree to that, of course.

TELEGRAMS.

THE REBELLION.

NATIONAL ASSEMBLY
SHENG IMPEACHED.

(Exclusive Service.)

Shanghai, Oct. 26, 3.5 p.m.

A message from Peking states that the National Assembly has impeached Sheng Kung-ho, Minister for Communications, and has demanded his immediate retirement.

The members spoke boldly, criticised the Government and demanded a Chinese Premier and a responsible Ministry in the Parliament of 1912.

This action precipitates a crisis.

LOAN REFUSED.

China's request for a loan of 12,000,000 ta has been tentatively declined by the four-power syndicate.

The Japanese Banks proffer a loan. This is regarded as a political move.

THE BENGHAZI BATTLE.

Uncensored despatches from Tripoli state that the Italian losses at Benghazi were 4,000.

Several foreigners were killed during the bombardment.

REBELLION IN MEXICO.

Five thousand rebels are near Mexico City looting and burning. The Government is alarmed.

HONGKONG AND THE
REBELLION.

Canton Rising Feared.

The opinion among Chinese in Hongkong is that an outbreak in Canton cannot long be stayed, even by the placatory methods that H.E. the Viceroy is adopting.

Talking with a prominent Chinese this morning a "Telegraph" representative learned that there are three dates in the ninth moon which has not long commenced, which are considered favourable for an outbreak in Kwangtung. They are the ninth, nineteenth, and twenty-ninth days, and of these the first is considered the most probable. That day falls on Sunday next and our representative put the query—Do you think the attempt on Fung Shan was part of the general scheme of the revolutionaries, or was it an isolated attempt without their knowledge?

It is hard to say, was the reply, but you know the ninth is not very far off.

But why was it necessary to kill Fung Shan?

Because he was a Manchurian.

But if he was killed because he was a Manchurian why was an attempt made some time ago on Admiral Li Chun, who was a Chinese?

Oh, well, he is loyal to the Emperor.

Continuing, our informant said that the revolutionaries in Kwangtung were determined not to have a Manchurian Tartar General in Canton and the reason why they killed Fung Shan was so that no more Tartar Generals would dare to go there.

"Some of the people," he said, "are very glad that Fung Shan is killed."

This indeed would appear to be the sentiment of many, though some in Hongkong are afraid that the outrage will tend to precipitate matters when the representatives of the Government are least able to cope with it.

According to one account, the Viceroy's methods of pacification have been dictated by sheer force of circumstances.

The newly-trained soldiers are said to be strongly revolutionary, and it is alleged in more than one quarter that the reason they have been stationed so far from Canton as the Macao boundary seventy miles away, is because there they can do least harm if they should break out. It was also pointed out that the "Defending Army" is composed of hired coolies who have no training of any sort and have actually been known to sell their rifles.

CANTON CLAIMS
INDEPENDENCE.

Dictates Terms to Throne.

The following has been received from a reliable foreign source in Canton. It is dated to-day:

At a very large meeting held yesterday in Canton, it was decided to advise the Viceroy to wire Peking that in case no demand was made upon the people of the Kwangtung Province for any tax, otherwise than for the use of this province; everything would be done to prevent an outbreak, i.e. all taxes levied, ordinary and extraordinary must be absolutely for this particular province and to be under a certain amount of censorship of the people; in other words, the province must be run on the lines of an independent or sovereign state. The feeling is that if the question is settled in the next five or six days and the people of the Kwangtung provinces (Canton) are satisfied that their wishes are carried out, conditions will remain normal as heretofore, but if not and there is any doubt, there is a possibility of an uprising.

The responsible merchants here intend if they can do so to see that all foreign interests are absolutely protected, so far as their powers can go.

Republic Aimed At.

In other words, they wish that a republican form of Government may be instituted after the style of the United States; each State governing itself and each district sending representatives to Canton where an assembly will meet to appoint the Governor of the Province, which province, will then in turn send representatives to the capital of the country, and they in turn will elect a president. They are willing to allow the Viceroy to remain as head of affairs pending a settlement of internal conditions, but he must be guided by the wishes of the representatives who will be immediately elected. It must be understood however, that as soon as possible all Manchurian officials, soldiers as well as all Manchurian natives, must promptly leave the province. That all money collected from taxes, etc., are to remain in Kwangtung Province until a capital has been selected and a president appointed when Kwangtung as well as others will subscribe to the upkeep of the president and Central Government. They anticipate that these demands will be met as three quarters of the soldiers and at least the same proportion of the navy are natives of Kwangtung. It is believed that the Viceroy and others realize this and will give in, in preference to having a fight.

Since the killing of the Tartar General yesterday, all small firearms and ammunitions, both large and small guns, have been taken away from the Manchurian soldiers by the Viceroy; this is according to the demands of the people.

CANTON NEWS.

(The "Telegraph" Correspondent.)

Canton, Oct. 25.

H.E. the Canton Viceroy has issued a proclamation removing the taxes on spirits and the butcheries.

He has also instructed his junior officials that levying of miscellaneous taxes must cease. In a telegram to Peking, H.E. urges that the management of the Canton-Hankow Railway should be reinvested with the shareholders.

He has also sent a letter to the Provincial Assembly asking them for suggestions as to the best ways of reorganizing affairs in the province. They are also requested to suggest the means of alleviating the present evils and of developing the resources of the provinces.

From the Secretary of the Chamber of Commerce we have received copies of correspondence on the following subjects:—

Boarding of incoming steamers by Chinese; effect of Home strikes on delivery of goods; re-organization of ships and transference of goods by rat-free lighters; erection of a light on Kapsing Island; lectures on the resources of the Philippines.

SANITARY BOARD.

Plague Prevention.

A meeting of the Sanitary Board was held yesterday afternoon, when there were present:—Messrs. E. D. C. Wolfe, President, Hon. Mr. W. Chatham, Col. Bedford, Dr. G. H. L. Fitzwilliams, Lau Chi-pak, Ng Hon-tsz, Dr. T. Clark, and Mr. Bowen Rowlands (Secretary).

Dealing with the question of the Queen's Road shelters, on which matter a letter had been received from the Government, the President said that the shelters in question were those which protected the pedestrian when he passed from one verandah to another. They were generally made of corrugated iron, and the main objection to them was that rubbish was often dumped on them, and he suggested that they should be removed, as they were very dirty, and it seemed nobody's business to keep them clean.

Mr. Lau Chi-pak thought that as long as there was no danger to health the shelters should be retained, and on his subsequent proposition it was decided that the structures should be allowed to stay and the owners warned to keep them clean.

Stair Linings.

Considerable opposition was raised to the minute by the M. O. H. relative to the proposal to do away with stair linings, ceilings and wainscoting in houses where food is either kept or prepared.

Mr. Jan Chi-pak said that a similar measure was discussed by the Board in March, 1907, when the members, after going into the scheme thoroughly, decided not to adopt it. Now it was again submitted to the Board, but in an amplified form by the inclusion of wainscoting and stair linings. Personally he doubted whether rats could be largely accommodated inside the ceilings of Chinese restaurants and hotels. If his information were correct the floors of these buildings were laid with thick tiles and the spaces between were filled with cement, so that unless the rats climbed up the bare walls, they could not get between the ceilings and the floors. He thought that ceilings and wainscoting were not so bad as they were made out to be. Rats were found in nearly every domestic building, and it would be so as long as human beings lived under cover; therefore the destruction of these things could not wipe out the rat and the measure, if adopted, would not only inflict great hardship and loss but would upset business and drive customers away. He could not be a party to a scheme which he had all along considered drastic.

Mr. Ng Hon-tsz agreed with the last speaker that such a measure would be very objectionable. There were many cases of plague this year in Centre Street, and rats were certainly not to be found in that locality on account of the food stored there, for the people were far too poor to keep any stores. This he contended showed that places where food was stored were not the only places where plague occurred. Another objectionable feature about the removal of the ceilings would be that besides showers of dust being thrown down from above the people above would be able to see into the room. The necessity for the scheme might be done away with, he thought, if the people were warned that they must keep their houses clean and do their best to exterminate rats.

Not Settled in 1907.

The Medical Officer of Health replying said that the matter came up first for consideration in 1907, when the Board was not prepared to take any action. When he was on leave in the following year a series of bye-laws were drawn up and received the sanction of the Government, authorising the compulsory removal of ceilings and stair linings in any district the Board might care to demarcate. Therefore he did not think he was bringing up a question which had been settled once and for all in 1907. He, however, did not see any reason why proprietors' shops should be included in the minute because, except for a few eggs they contained nothing but tinned foods.

It was eventually decided that the minute should be passed, it being pointed out that it would not affect new licences.

An application was dealt with from Chan Chi, asking for the transfer of a fruit licence at No. 2 Kingshan Lane from Chan Kwong to himself. It transpired that the applicant had been managing the business during the absence of the latter and complaints had been made of his encroachment on the pavement with his stall. It was decided not to transfer the licence, but to hold it in abeyance for three months.

SPORT.

Cricket.

The following teams have been chosen for cricket matches on Saturday:—Civil Service Club v. R.A.M.S., on Craigengower ground; Civil Service—E. W. Dawson, J. McEwen, E. Howell, H. I. O. Garrett, H. Ellis, F. Bacon, F. Edmonds, J. Spittles, S. Kelly, J. R. Wood and E. Gibson. Civil Service Club v. Craigengower, on Civil Service ground; Civil Service—R. E. O. Bird, Capt. H. P. Phelps, R. O. Hutchinson, H. A. Cox, A. R. Sutherland, Dr. Atkinson, P. Jacks, H. G. Jackman, L. O. Bell, R. C. Wicheell, H. Tillman.

A match will be played on the Hongkong Cricket Club ground on Saturday between the Club and "The Fleet," play to start at 2.15 p.m. The Club team is as follows:—T. E. Pearce, R. Hancock, H. Hancock, A. C. E. Elborough, C. T. Hoss, D. E. Donnelly, M. M. Mans, A. O. Lang, A. P. Dashiwood, W. E. Warburton and H. M. Webb.

MOROCCO.

Where Does Britain Stand.

A most interesting and instructive article, dealing historically with the Moroccan question, appears in the "Morning Leader." The writer, Mr. S. L. Benson, says that out of the regrettable hurriedly several fresh facts emerge; some fraught with deepest significance to Great Britain. First and foremost, Franco has bargained and is bargaining with Germany for exclusive political rights in Morocco; alone with her great protagonist across the Vosges she proposes to settle a question to which Europe and the United States were parties when the Duke of Almodovar del Rio presided over the meetings of the Plenipotentiaries at Algeiras. Recall the circumstances of this meeting, remember that it was held on Spanish soil with a Spanish Foreign Minister in the chair, and it is easy to remember that Spain's claims to consideration have not been long overlooked. For days those claims are endangered; the Act of Algeiras seems likely to add yet another justification to the late Lord Salisbury's dictum that treaties are not immortal.

Fortifications.

Quite apart from equal trading rights Great Britain demanded and received assurances that no part of Morocco on the Atlantic and Mediterranean side of Tangier, the limits duly specified, should become the site of fortifications. Ceuta has dangerous possibilities enough, its dangers reasonably reduced while it is held by a friendly and not too opulent Spain. But if between Melilla and the mouth of the Sebou river modern forts and modern artillery found a resting place, if the bay of Tangier were developed to the full limit of its strategic possibilities, the position of Gibraltar would be exceedingly difficult. The entrance to the Mediterranean, the route to Egypt and India, would cease to be under British control.

The absolute neutrality of the Moroccan danger zone is more than ever essential—and France is claiming full political rights. Nobody in Britain or France doubts the good intentions towards Great Britain of the present French Government; but events move rapidly across the Channel, where a spirit of Chauvinism is very much alive, and one of the chief factors working on behalf of peace is the knowledge, freely expressed by responsible Cabinet Ministers, that a successful general might, aided by a really good war horse and some well-chosen phrases, make himself Military Dictator and even emulate the achievements of Gen. Monk in the inter-epochal unspeakable royalist.

If there is any uncertainty in regard to the position on the African side, of what value will Gibraltar be? The key to the Mediterranean will hardly turn in the lock.

The Neutrality of Tangier.

No arrangements to which France and Germany may become parties can admit any possibility of political developments in or round Tangier; nor can the spectre of European war be wholly laid until it is clear that some undertaking, more binding than the Act of Algeiras and more susceptible of immediate control, protects this paramount British interest. Now as ever the north-west corner of Africa stands in the way of the complete solution of the North African problem; and for months past, ever since the history-making Panther dropped anchor in the Bay of Agadir, the simple Moors have climbed daily to the Citadel of Tangier to catch the first glimpse of British warships steaming towards the harbour. Happily they will not see this; but if the White Ensign remains invisible the warships of other nations must remain equally far away, and the obsolete saluting battery manned by Moorish gunners must not be replaced.

In the recent controversy Great Britain has acted with supreme loyalty to France; but we must not forget that not even the 37 per cent. of Moorish trade now enjoyed by Britain has a tithe of the importance attaching to a clear water way to Egypt and the East. One has no heart to speak of the rights of the Moors, of their sufferings and grievous wrongs; diplomacy takes no head of such things. It is for them to fight and die for their fatherland to the sound of melinite shells and the indignant protest of those who feel that good and expensive ammunition should be kept for the extermination of white men and not mere Arabs, Berbers, or Moors. But Tangier must remain neutral, and it would be well if it were understood in the future that, in the case of Europeans being in danger there, they will be relieved, not from Foz or Lalla Maghnia, but from Gibraltar. The route is quicker and the procedure safer.

Just before the rupture between Italy and Turkey, Italy suffered a serious naval loss. The cruiser San Giorgio, stranded off Naples harbour, but after repeated efforts, was towed into the dockyard. The ship was badly damaged, and costly and long repairs will be necessary. The destroyer Pontiere, while taking part in the naval manoeuvres off Anafi Bay, Sardinia, in the presence of the King, stranded near Cape Corrasu and badly damaged her keel on the dangerous reefs. She was last reported to be sinking.

In the presence of several heads of departments and practically the whole staff of the Survey Office, at Penang, Mr. P. W. Richards, retired senior surveyor, Penang, has been presented with the Imperial Service Medal. The Hon. W. Evans, Resident-Councillor, made the presentation, mentioning that the medal was granted for long and faithful service. Mr. Richards has served in the department for 27 years, and three times has been specially mentioned for good work by the Deputy Colonial Engineer in his annual report. He rose from apprentice to senior surveyor.

DON'T FORGET.

Friday, October 27.
Investitures at Government House.
Monday, October 30.
Auction of the King Edward Hotel.
Tuesday, October 31.
Ministering Children's League Sale, Volunteer Parade ground.
Wednesday, November 1.
Licensing Board Meeting.
Thursday, November 2.
Scegei Rampat annual general meeting, 8 A. De Voeux Road, 4.30 p.m.
Legislative Council meeting.
Friday, November 3.
Cathedral Choir Concert.
Wednesday, November 8.
Sale of work and concert at Union Church Hall.

MILK

FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

To-day's
Advertisements

THE HONGKONG & KOWLOON
WHARF & GODOWN COM-
PANY, LIMITED.

I HAVE to-day resumed charge of
this Company's business.
EDWARD OSBORNE,
Secretary.
Hongkong, 26th Oct., 1911. [1454]

Regular Steamship Service
to New York,
via PORTS and SUEZ CANAL
(With Liberty to Call at Malabar
Coast).

PROPOSED SAILING FROM HONGKONG.

FOR BOSTON & NEW YORK:
S.S. "ERROLL" (Sailing on or
about 16th Nov.)
For Freight and further information
apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 26th Oct., 1911. [1453]

"SEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY"
FROM MIDDLESBRO', LONDON
& STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and
Godown Co., Ltd., whence and/or
from the wharves delivery may be
obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
2nd prox., will be subjected to rent.

All claims against the steamer must
be presented to the Underigned on or
before the 9th prox., or they will not
be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
2nd prox., at 11 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by
J. D. B. LIVINGSTON & CO.,
Agents.
Hongkong, 26th Oct., 1911. [1455]

Hongkong, 18th Oct., 1911. [1446]

VERY OLD

SCOTCH WHISKY. P

LIQUEUR.

CONNOISSEURS

PLEASE NOTE THAT

This famous brand of Liqueur Whisky has been placed on
the market to stand the test against all the leading Whiskies
now advertised. As a Good, Clean, Mellow and Palatable Whisky
it has no equal. Once given a trial its success is assured. Don't
forget when ordering insist on getting G.P.

Price \$20.00

Per Case of 12 Bottles.

A SPECIAL DISCOUNT GIVEN ON ORDERS FOR
FIVE CASE LOTS OR MORE.

SOLE AGENTS—

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WINE & SPIRIT MERCHANTS

Tel. No. 135.

12, Queen's Road Central.

Hongkong, 24th October, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong till St. John, N.S. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John
"EMPEROR OF INDIA" Satur. Nov. 4.	"EMPEROR OF BRITAIN" Fri. Dec. 1.
"EMPEROR OF JAPAN" Satur. Dec. 2.	"EMPEROR OF BRITAIN" Fri. Dec. 23.
"MONTEAGLE" Satur. Dec. 30.	1912
1912	1912
"EMPEROR OF INDIA" Satur. Jan. 27.	"EMPEROR OF IRELAND" Fri. Feb. 23.
"EMPEROR OF JAPAN" Satur. Feb. 24.	"EMPEROR OF IRELAND" Fri. Mar. 22.

S.S. "MONTEAGLE" calls at Moji instead of Nagasaki. Steamers will depart from Hongkong at 7 a.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£48. Via New York.....£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Black Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	LUKSANG	Friday, 27th Oct., Daylight
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Friday, 27th Oct., Noon
MANILA	YUENSANG	Saturday, 28th Oct., 2 p.m.
SHANGHAI	CHUENSANG	Thursday, 2nd Nov., Noon
SANDAKAN	CHUENSANG	Saturday, 4th Nov., Noon
MANILA	LOONGSANG	Saturday, 4th Nov., 2 p.m.

RETURN TOURS TO JAPAN, (Occupying 24 days).
The steamers "Kumsang," "Yuensang," and "Chuensang," leave about every 3 weeks for Shanghai and returning via (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Keelut, Lahad Duta, Singapore, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHEWSON & CO., LD.

Telephone No. 215. General Managers.
Hongkong, 26th October, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D.W.	On or about
"STRATHLYON"	J. R. Shaw	8,000	November 21st.

To be followed by other steamers of the Company at regular intervals.
The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Ancon and Keelut if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

Telephone No. 780.
Hongkong, 26th October, 1911.

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.
S.S. "DUNERIE".....3,000 tons.....To be despatched end Dec.
S.S. "KATANGA".....5,600.....To follow regularly thereafter.

For rates of Freight or Passage, apply to

THE BANK LINE, LIMITED.

Managing Agents.

Hongkong, 26th October, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1911
MARSEILLE, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	KAGA MARU, Capt. M. Hagino, Tons 7,000 ATSUTA MARU, Capt. Wm. Thompson, T. 9,000 HITACHI MARU, Capt. T. Yamawaki, T. 7,000	WEDNESDAY, 8th Nov., at Daylight. WEDNESDAY, 22nd Nov., at Daylight. WEDNESDAY, 6th Dec., at Daylight.
VICTORIA, B.C. & SEATTLE.....	KAMAKURA MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 4th Nov., from KOBE
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA.....	AWA MARU, Capt. I. Izawa, Tons 7,000 INABA MARU, Capt. S. Tomimaga, Tons 7,000	TUESDAY, 7th Nov., at Noon. TUESDAY, 5th Dec., at Noon.

DESTINATIONS	STEAMERS	SAILING DATES, 1911
SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and DARWIN.....	KUMANO MARU, Capt. M. Winkler, T. 6,000 YA WATA MARU, Capt. T. Sekino, Tons 5,000	FRIDAY, 27th Oct., at Noon. FRIDAY, 24th Nov., at Noon.

DESTINATIONS	STEAMERS	SAILING DATES, 1911
SHANGHAI, MOJI & KOBE.....	CEYLON MARU, Capt. T. Tazawa, Tons 6,000	TUESDAY, 7th November.

DESTINATIONS	STEAMERS	SAILING DATES, 1911
NAKAI, KOBE & YOKOHAMA.....	NIKKO MARU, Capt. M. Yagi, T. 6,000	WEDNESDAY, 22nd Nov., at Noon.

DESTINATIONS	STEAMERS	SAILING DATES, 1911
BOMBAY via SINGAPORE & COLOMBO.....	WAKASA MARU, Capt. N. Nielsen, T. 7,000	WEDNESDAY, 31st Oct., at Noon.

Fill'd with a system of wireless telegraphy.
Carries deck passengers. Cargo only.

NEW LINE OF STEAMERS BETWEEN
KOBE AND CALCUTTA.

Regular service (once in every 18 days) from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.
The first steamer to sail from Hongkong:
"KIRIN MARU".....Tons 4,000.....Capt. Deguchi.....Nov. 2nd.

1912 PASSENGER SEASON 1912

FOR EUROPE.

Steamer	Tons	Captain	From Hongkong
TANGO MARU	8,000	K. Kawara	Feb. 14th.
KAMO MARU	8,000	F. L. Sommer	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 18th.
MISHIMA MARU	9,000	A. C. Moses	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Mura	May 22nd.
FOR SEATTLE.			
INABA MARU	7,000	S. Tomimaga	Feb. 27th.
PAMBA MARU	7,000	K. Noda	Mar. 26th.
SANUKI MARU	7,000		April 9th.
AWA MARU	7,000	T. Izawa	April 23rd.
INABA MARU	7,000	S. Tomimaga	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To Sail
SHANGHAI	"ANHUI"	28th Oct., M'night.
MANILA, CEBU & ILOILO	"TAMING"	31st Oct., 4 p.m.
SHANGHAI	"QUEEN"	2nd Nov., 4 p.m.
SHANGHAI	"LINAN"	4th Nov., M'night.
WUHAIR & TIEN TSIN	"HUICHOW"	6th Nov., D'light.
MANILA, ILOILO & CEBU	"TEAN"	7th Nov., 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA LINE.—Twin screw Steamers "Teon" and "Taming" also accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Balcon accommodation of s.s. "Kaifong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chuanan, Linan, Chinkuan), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to

Telephone No. 38.
HONGKONG, 26th October, 1911.

CUTTERFIELD & SWIRE

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

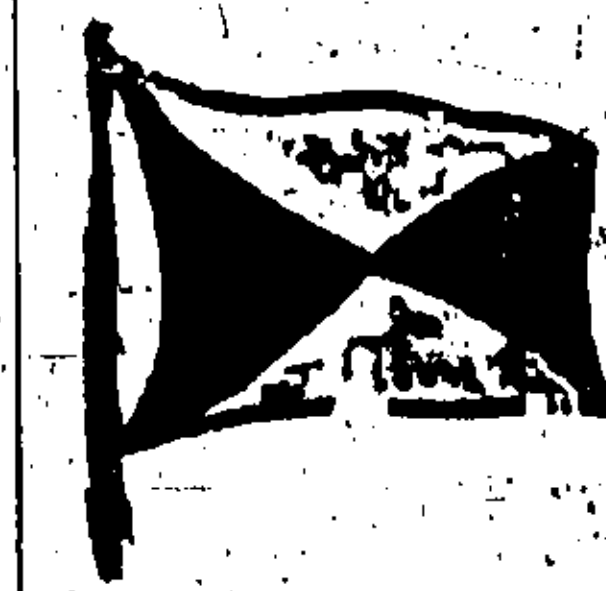
For	Steamship	Tons	Captain	For	Sailing Date
Shanghai, Kobe & Yokohama	S.S. Slavonia	8rd Nov.			
	Scania	16th Nov.			
	Spodia	2nd Dec.			
	Segovia	14th Dec.			
	Silbia	27th Dec.			
	Ambria	10th Jan.			
	Colofels	24th Jan.			

HOMEWARD.

For	Steamship	Tons	Captain	For	Sailing Date
Havre, Bremen & Hamburg	S.S. "Seingambie"	28th Oct.			
Havre & Hamburg	S.S. "Bayern"	8th Nov.			
Rotterdam, Hamburg & Antwerp	S.S. "Suchsen"	11th Nov.			
Havre & Hamburg	S.S. "Arkadia"	16th Nov.			

Hamburg-Amerika Linie,

Hongkong, 26th October, 1911.

HONGKONG—
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4000	B. Crosby	MANILA, CEBU & ILOILO	MONDAY, 30th Oct., 4 p.m.
ZAFIRO	4000	M. C. Smith	MANILA, CEBU & ILOILO	FRIDAY, 10th Nov., 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 26th October, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving

For Freight and Passage, apply to

A. R. MARTY,

24, Des Vaux Road.

Telephone 118.
Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE—

(SUBJECT TO MODIFICATION.)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS	20th Oct.	Saturday, Nov. 11.
EASTERN	17th Nov.	Fri. 9.
ALDENHAM	1st Dec.	Fri. 23.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents.

Hongkong, 26th October, 1911.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Shinyo Maru"	21,000	H. H. Smith	Nov. 3rd, Noon
S.S. "Chiyo Maru"	21,000	W. W. Gies	Nov. 1st, Noon
S.S. "Nippon Maru"	11,000	A. G. Stevens	Nov. 2nd, Noon
S.S. "Tenyo Maru"	21,000	E. Bent	Dec. 29th, Noon

These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and post office.

The Triple Screw steamer Shinyo Maru will be despatched for San Francisco via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 3rd November, at Noon.

INTERMEDIATE SERVICE.

The S.S. "Nippon Maru" will be run as an Intermediate Steamer on and from 22nd December, 1911. Rates of passage furnished on application.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Mazatlan and the Tehuantepec National Railway at Salina Cruz.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Date of Sailing
Hongkong Maru	11,000	Wednesday, Dec. 13, Noon
Kiyo Maru	17,500	Tuesday, Feb. 13, Noon

The Steamers "HONGKONG MARU" and "KIYO MARU" will be despatched for MEXICO, PERU and CHILEAN PORTS via JAPAN PORTS and HONOLULU, on WEDNESDAY, 1st Dec., at Noon.

For further particulars as to Freight and Passage, apply to—
K. MATSUDA, Agent.

Telephone No. 38.
HONGKONG, 26th October, 1911.

KING'S BUILDING (Opposite Black Pier).

COMMERCIAL.

Partnership Registration.

A law has been passed in Singapore, says the "N. O. Daily News," enforcing the registration of Chinese partnerships. It has been the rule, unhappily, when any Chinese business fails, for a man of straw to come forward as responsible for the debts, after men of substance who were in the business have once fully scraped everything that could be got out of the tottering business. The creditors get next to nothing, and it is generally impossible to locate the right men. All Chinese business of a shady character is conducted on this model, and the passing of this law will minimize the evil of such a state of affairs.

One man "Banks" are the rule in China, and after those troubles it would be wisest for the government not to permit them, as also to enforce a law similar to the law on partnerships enacted in Siam. One man "banks" have always been considered unsafe. After the failure of the Charing Cross Bank, the Association of the Chambers of Commerce is urging upon the Government the desirability of immediate legislation "the object of which would be to provide that no individuals or firms purporting to carry on a banking business should be allowed to do so except under proper guarantees and restrictions."

Rebellion and Business.

The "N. O. Daily News" of Oct. 21 says:—We are glad to be able to state that the Chinese dealers have seen the folly of the proposal made by some of them to repudiate contracts owing to the incidence of the Wuhan revolt. Business is already disorganized, and if the revolt could have had more vigour it might have placed several merchants in a position where they would be unable to fulfil contracts. Even treated as a general question we find they could not with justice refuse to take delivery of goods, which they ordered through foreign dealers, and pay for them.

The right to repudiate contracts in case of war, strikes or any cause over which there could be no reasonable control, is very old. But, only the seller has such a right, when the disturbance or visitation takes place at the very spot where he could reasonably expect to get his supplies. The buyer has to take the goods ordered, even though he may be at the very centre of disturbance, unless the aforementioned causes reduce him to a position wherein he is not able to fulfil his contract. This has been the rule followed in other parts of the world, and is, therefore, applicable to China.

LAUDANUM BOTTLE
SCENE.

Alleged Midnight Struggle in a Woman's Bedroom.

Extraordinary circumstances were alleged in a charge of attempting to murder a young married woman named Ethel Richardson, preferred at Hull against Thomas William Martin. It was alleged that about midnight the "prisoner" broke into Mrs. Richardson's house in Cleveland-street and went up into the bedroom. Mr. Richardson ran downstairs for help, and in his absence, it was asserted, Martin seized Mrs. Richardson by the throat and forcing a bottle between her teeth poured some laudanum into her mouth. She spat it out and broke away from him as her husband arrived with a policeman.

The prisoner denied that he had given the woman any poison. He alleged that they had decided during the day to commit suicide together, and that he went round to the house with the intention of swallowing some poison if Mrs. Richardson did. She, however, refused. He did not force poison into her mouth. Martin was committed for trial to the assizes, and the magistrate certified for legal aid.

LOG BOOK.

Australian Impudence.

Australian impudence has never been better exemplified than by the fact, as announced in a Melbourne journal, that the Australian Minister of Customs has inquired whether the mail steamship lines will reduce their rates of freight in consequence of the impending reduction of 5d. per ton in the Suez Canal dues. Truly a naive suggestion, but why confine it to the cargo side? Why not suggest that something be knocked off the passage money to Australia? We do not know exactly how the right amount should be arrived at, but perhaps the simplest way would be to apply the "5d. per ton" figure to the passengers themselves. So many tons of passengers—so many fivepences! If the Minister of Customs can indicate any more satisfactory method, no doubt, will be ready to give it consideration. In the meantime they have intimated that the idea of reducing their rates of freight does not appeal to them. Aye, more, they have put the case quite rudely. They speak of the "burdens" imposed upon shipowners by the Labour Party in Australia, and of the "increasing expenses" they have to meet in that part of the world. Evidently their feelings have been hurt; and, after all, it is quite easy to understand their irritation. It must be extremely annoying, when they have been "bled" for many years past, to find that an almost infinitesimal slackening in the stream is being made the occasion for an outrageous demand by a third party. For all that, though, we cannot but admire the colossal cheek of the Australian Minister of Customs. It is quite evident that the gentleman will never lose anything through neglecting to ask for it.—"The Syren."

New Japanese Steamer.
There was launched on the Tyne on Sept. 11 a steel screw steamer, the Chosen Maru, built for the Osaka Shosen Kaisha, Japan. Her principal dimensions are: length, 315 ft.; breadth, 44 ft.; and depth moulded, 27 ft. 3 in., and she will have a dead-weight capacity of 5,000 tons on a moderate draught. She has been constructed on the Isherwood system of framing to Lloyd's highest class under special survey. Her machinery, to be supplied by the North-Eastern Marine Engineering Company, will consist of triple-expansion engines, with cylinders 22 in., 37 in. and 61 in. by 42 in. stroke, steam being supplied by two multitubular boilers, 13 ft. 6 in. in diameter by 11 ft. 6 in. long, working at a pressure of 180 lbs.

The King's Naval Escort.
Three successive classes will be represented in the quartet of cruisers which are to form the detached squadron to accompany the King and Queen to India; consequently Rear-Admiral Sir Colin Keppel will command a heterogeneous force, but one which, nevertheless, will enable the flag to be shown with befitting dignity. In selecting the four ships for escort duty the Admiralty may conceivably have been influenced by a desire not to disturb more than is necessary the homogeneity of the squadrons in which the favoured cruisers are serving. For instance, the Defence is the only unit of her class in the First Cruiser Squadron, and a similar remark applies to the Argyll. In the Fifth Cruiser Squadron. On the other hand, the sister ships Cochrane and Natal, which complete the escort, are both in the Second Cruiser Squadron. Of the four commanding officers, Captain W. E. Goodenough, of the Cochrane, and Captain Michael Culpe-Seymour, of the Argyll, have served in the Royal yacht, while Captain Clement Greatorex, of the Natal, was torpedo lieutenant on the Crescent during the time the Duke of York (now King George) was in command of that vessel. In 1898, Commander Francis Wrottesley, of the Argyll, has also served in the Royal yacht.

Intimations

AERTEX
CELLULAR.
REGAL
SHOES

J. T. SHAW,

TAILOR

and

OUTFITTER,

21, Hongkong Hotel Buildings,
Queen's Road. [1258]PEAK TRAMWAYS CO.
LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m. Every 15 min.	
8.00 a.m. to 10.00 a.m. " 10 min.	
10.00 a.m. to 11.00 a.m. " 15 min.	
11.30 a.m. to 12.45 p.m. " 15 min.	
12.45 p.m. to 1.15 p.m. " 10 min.	
1.15 p.m. to 1.45 p.m. " 15 min.	
1.45 p.m. to 2.15 p.m. " 10 min.	
2.15 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 8.10 p.m. " 10 min.	

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.	
---	--

SUNDAYS.

8.00 a.m. to 10.30 a.m. every 15 min.	
10.30 a.m. to 11.00 a.m. " 10 min.	
11.45 a.m. to 12.00 noon " 15 min.	
12.00 noon to 1.00 p.m. " 10 min.	
1.00 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 8.00 p.m. " 10 min.	
8.00 p.m. to 7.00 p.m. " 15 min.	
7.00 p.m. to 8.10 p.m. " 10 min.	

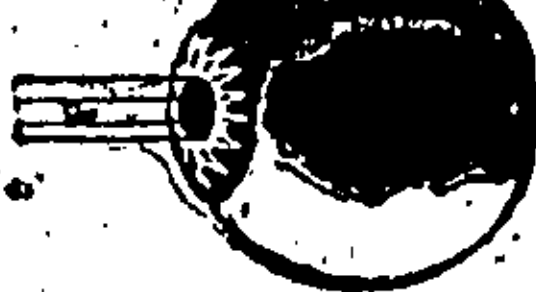
SATURDAYS.

Extra Cars at 11.45 p.m.	
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SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, 100, Queen's Road.

JOHN D. HUMPHREYS & SON,

General Managers,
Hongkong, 16th June, 1911.

SUN GLASSES.

Any tint made to any prescription.
No charge for testing sight.
Repairs of all description made by competent workmen.

N. LAZARUS,

Ophthalmic Optician,
14, D'Aguiar Street,
Hongkong.

Hongkong, 24th July, 1911. [929]

THE OHNA PROVIDENT
LOAN AND MORTGAGE
CO., LD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & Co.

General Managers,
Hongkong, 16th March, 1909. [114]

GRAVING DOCK

78 ft. by 88 ft. by 8 ft. 6 in.

Pumps empty Dock in 2-4 hours.

THREE PATENT SLIPWAYS

taking vessels up to 3,000 tons

displacement, providing conditions for

painting ships with most efficient result

100-Ton ELECTRIC CRANE ON QUAY—

ELECTRIC OVERHEAD CRANES THROUGHOUT

the Shops RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery,

constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE

HONGKONG, CHINA.

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

ALL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	ARGADIA	Daylight, 27th Oct.	Freight and Passage.
LONDON, VIA	DEVANHA	Noon, 28th Oct.	See Special
USUAL PORTS OF	Capt. W. R. Hickey	28th Oct.	Advertisement.
CALCUTTA			
LONDON & ANT-	SWATHA	About 1st Nov.	Freight and
WERP, S' PORE,	Capt. W. R. Le Mar, n.n.s.	1st Nov.	Passage.
PERANG, C' MBO,			
PORT SAID AND			
MARSEILLES			

For Further Particulars, apply to

P. & O. S. N. Co.'s office,
Hongkong, 26th October, 1911.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	To sail on
NAPLES, GENOA, ALGERS, GIBRAL- TAR, SOUTHAMP- TON, ANTWERP and BREMEN	"PRINZ Eitel Friedrich" Capt. E. Malchow, 16,000	WEDNESDAY, 1st November, at Noon.

SHANGHAI, NAGA- SAKI, KOBE and YOKOHAMA	"PRINCESS ALICE" 20,800 Capt. P. Grosch	About THURSDAY, 2nd November.
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MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYD- NEY & MELBOURNE	"PRINZ WALDEMAR" 6,100 Capt. H. Bromer	SATURDAY, 4th November, at 10 a.m.
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KOBE & YOKOHAMA	"COBLENZ" 6,750 Capt. J. Klugkist	About TUESDAY, 14th Nov.
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All the steamers of the European Line are fitted with Wireless Telegraphy.

New System of Teletypen.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 20th October, 1911. [7]

WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE

COLONY.

10, QUEEN'S ROAD CENTRAL.

THE LEEDS FORG
CO., LTD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK

of every description.

Pioneers in the Design and Manufacture of

PRESSED STEEL UNDERFRAMES and BOGIES and ALL

STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in

Hongkong and China.

THE AIKYO DOKKY & ENGINEERING CO.,

OF HONGKING, LTD.

Agents,
BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911. [1403]

SHIPBUILDERS, SALVORS, AND REPAIRERS. BOILERMAKERS,
FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCT-
TIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.Mod. n Appliances for quick construction and repair of Ships—
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools,
installed throughout the Works.50-ton Hydraulic TESTING MACHINERY
for Chains, Wire Ropes, Rivets
and Metal Specimens.

TAIKOO DOCKYARD & ENGINEERING CO.

OF HONGKONG, LIMITED.

TAIKOO DOCKYARD, HONGKONG

Telephone Address—TAIKOODOCK.

100-Ton ELECTRIC CRANE ON QUAY—

ELECTRIC OVERHEAD CRANES THROUGHOUT

the Shops RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery,

constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE

HONGKONG, CHINA.

Shipping—Steamers.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.
(Occupying 9 to 10 days.)

STEAMSHIPS.	CAPTAIN	LEAVING.
Haiyang	Capt. J. W. Evans	FRIDAY, 27th Oct., at 11 a.m.
Haitan	Capt. J. S. Roach	TUESDAY, 31st Oct., at 11 a.m.
Haijing	W. C. Passmore	FRIDAY, 3rd Nov., at 11 a.m.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co.,
General Managers.

579

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tijmahli	JAPAN	2nd half Oct.	JAVA	2nd half Oct.
Tijbodas	SHANGHAI	2nd half Oct.	JAVA	1st half Nov.
Tijkini	JAVA	1st half Nov.	JAPAN	1st half Nov.
Tijlatjat	JAVA	1st half Nov.	SHANGHAI	1st half Nov.
Tijliwong	SHANGHAI	1st half Nov.	JAVA	1st half Nov.
Tijlanas	JAVA	1st half Nov.	JAPAN	2nd half Nov.
Tijmanoeck	JAVA	2nd half Nov.	JAPAN	2nd half Nov.
Tijlaroom	JAVA	2nd half Nov.	JAPAN	2nd half Nov.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B.L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
Yok Buildings.

Telephone No. 375

1974

Consignees.

NORDDEUTSCHER LLOYD,
BREMEN.IMPERIAL GERMAN MAIL
LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORCK"

having arrived, Consignees of cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 26th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 20th Oct., 1911. [4]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

SS. "SHINYO MARU."

From SAN FRANCISCO, HONO-
LULU, and JAPAN PORTS.

FROM EUROPE.

THE "HANSA" Steamship.

"FREIRENELS."

Captain Sandstedt, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Under-
signed.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 26th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE,
HONGKONG OFFICE.

Hongkong, 20th Oct., 1911. [955]

TSANG KWONG

COMPANY.

ELECTRICAL AND GAS

CONTRACTORS.

230, Des Voeux Road Central.

Telephone No. 655.

Hongkong, 24th Oct., 1911. [70]

CHINESE ENGINEERING

and

MINING COMPANY, LTD.

CANTON-HONGKONG-TIEN-
TSIN LINE.Taking Cargo for Tientsin and
Obiwan-tao.

THE Steamship

For Freight and Passage apply to

THE CHINESE ENGINEERING

& MINING CO., LTD.

Queen's Buildings,

DODWELL & CO., LTD.,

Agents.

Hongkong, 11th Oct., 1911. [1285]

Consignee.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CEYLON,"

FROM ANTWERP, LONDON,
MALTA, PORT SAID, SUEZ,
BOMBAY and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:

From London, &c., ex s.s. "Harley."

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 27th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 21st Oct., 1911. [4]

The Peninsular & Oriental

Steam Navigation

Company.

STEAM FOR STRAITS, OCE-
AN, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITER-
RANEAN PORTS,
PLYMOUTH and LONDON.

THROUGH BILLS OF LADING ISSUED

FOR BATAVIA, PERMAN GULF,
CONTINENTAL, AMERICAN and
SOUTH AFRICA PORTS.

THE Steamship

"DEVANHA."

Captain W. R. Hickey, carrying

His Majesty's Mails, will be despatched

from this for Bombay, Madras and

London Direct, on SATURDAY,

the 28th October, 1911, at Noon,

taking passengers and Cargo for

the above ports in connection with the

Company's s.s. "Macedonia," 10,600

tons, from Colombo, passengers' accom-

modation in which vessel is secured be-

fore departure from Hongkong.

Silk and Valuables, all cargo for

France, Teas and Cargo for London (under

arrangement) will be transhipped at

Colombo into the mail steamer proceed-

ing direct to Madras and London;

other cargo for London, &c., will be

conveyed by the s.s. "Moras," due in

London on the 9th December, 1911.

Parcels will be received at the Office

until 4 p.m. the day before sailing. The

contents and value of all packages are

required.

POST OFFICE.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

The attention of the public is drawn to page 10, para. 20, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The Public are informed that the CHRISTMAS and NEW YEAR Parcel Mail to the United Kingdom and the Continent of Europe by the long sea route via Gibraltar, will be closed in this office on Friday, the 10th of November, 1911, at 6 p.m. This Parcel mail is due in London on or about the 16th of December. The subsequent parcel mail is not due to reach London before the 30th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents.

Parcels containing any article of Gold or Silver or Silver mounted goods must be insured for at least part of their value.

All insured parcels must be sealed, all the seals must be of the same kind of wax and must bear distinct impressions of a private device. The device on each seal must be the same. Regimentsal Buttons or Badges, Curved, Crossed or Dotted lines are not admissible. Coins must not be used for sealing.

The Clerks of the Post Office are not allowed to seal or to affix stamps on letters or parcels for the public.

Parcels that in the opinion of the officer accepting the same do not comply with the regulations will not be accepted.

The S.S. Devonian, with the Siberian Mail, is due to arrive here to-morrow.

A Mail will close for—

Singapore, Penang and Calcutta—Per Rumsang, 27th Oct., 11 a.m.

Macao—Per Sui Tai, 27th Oct., 1.15 p.m.

Mojito—Per Fukui Maru, 27th Oct., 6 a.m.

Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per Tjimali, 28th Oct., 10 a.m.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco (Siberian Mail to Europe)—Per Korea, 28th Oct., 11 a.m.

EUROPE & INDIA VIA TUTORICORIN—(Late Letters 11 a.m. to noon Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, 27th Oct., at 5 p.m.—Per Devonian, 28th Oct., 11 a.m.

Manila (taking Mails for Cebu and Iloilo), Thursday Islands, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Kumano-maru, 27th Oct., 11 a.m.

Singapore, Penang and Calcutta—Per Rumsang, 27th Oct., 11 a.m.

Macao—Per Sui Tai, 27th Oct., 1.15 p.m.

Mojito—Per Fukui Maru, 27th Oct., 6 a.m.

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Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per Tjimali, 28th Oct., 10 a.m.

SHIPPING NEWS.

MAILS DUE.

American (Siberia) 31st inst.
German (Prinz Alice) 2nd prox.
American (China) 7th prox.
German (Oblenz) 18th prox.
American (Manchuria) 17th prox.

The S.S. Namsang left Calcutta for the Straits and this port on the 23rd inst., and is due on the 8th prox.

The S.S. Rubi left Manila on the 24th inst., and is due here on the 27th inst., at daylight.

The S.S. Japan, from Calcutta, left Singapore on the 24th inst., afternoon, and may be expected here on the 30th inst.

The S.S. R.M.S. Empress of Japan, which left here on the 23rd ult., arrived at New York on the 21st inst.

The P. & O.S. N. Co.'s str. Palermo arrived at London on the 25th inst., a.m.

The A. A. S. Co.'s str. Indrawadi left Sabang for Singapore yesterday, and is due here on the 8th prox.

ARRIVALS.

Anhui, Br. s.s., 1,350, L. P. Pike, 25th Oct.—Shanghai 22nd Oct., Gen.—D. & S.

Chuan Sang, Br. s.s., 1,318, C. J. Matlock, 25th Oct.—Sandalan 20th Oct., Timber—J. M. & Co.

Maachan, Br. s.s., 4,272, G. W. Long, 25th Oct.—Liverpool and Singapore 20th Sept., Gen.—B. & S.

Aronia, Br. s.s., 3,511, S. Barcham, 25th Oct.—Bamby 11th Oct., Mail and Gen.—P. & O. S. N. Co.

Empress of India, Br. s.s., 5,940, E. Dethman, 25th Oct.—Vancouver 4th and Shanghai 23rd Oct., Mail and Gen.—O. P. R. Co.

Hitachi Maru, Br. s.s., 4,168, T. Yamawaki, 26th Oct.—Singapore 20th Oct., Gen.—N. Y. K.

Tjimali, Dutch s.s., 4,600, J. P. Scholten, 26th Oct.—Japan 20th Oct., Gen.—J. O. J. L.

Sabine Rickmers, Ger. s.s., 2,562, H. Bon Jolin, 26th Oct.—Port Natal 24th Sept., Petroleum—S. O. Co.

Daguy, Nor. s.s., 833, P. Solverson, 26th Oct.—Canton 25th Oct., Coal—A. T. & Co.

PASSENGERS ARRIVED.

Per s.s. Anhui, arrived 25th Oct., from Shanghai:—

Aldrey, Miss Schonberg.

Harper.

Per s.s. Empress of India, arrived 26th Oct., from Vancouver, &c.:—

Blaw, Miss M.

Benton, P. P.

Chui Kuen

Currie, Miss

Davis, Jos.

Grist, E. J.

Hutchings, E.

Judge, H. P.

Land, Mrs. F. B.

Lee, W. H.

Loomis, Mr. and Shin Ying-chau

Mrs. Jas.

Thorton, G.

Loomis, Miss

Moon King-yung

Wheeler, Mrs. E. M.

Per s.s. Arandia, arrived 26th Oct., from Bombay, &c.:—

Armstrong, T. R.

Knock, J.

Law, A. J. M.

Ballard, W.

Butler, J. B.

Marshall, Mr. and Mrs. E. A. J.

Brown, J. C.

Malakida, R. H.

Baker, Mr.

Lord Talbot de Malahide, H.

COMMERCIAL.

EXCHANGE.

Selling.

T.T. 1/10 1/16
Demand 1/10 1/16
30 d/s 1/10 3/16
60 d/s 1/10 5/16
4 m/s 1/10 6/16

T.T. Shanghai 75 1/2
T.T. Singapore 78 1/2
T.T. India 137 1/2
Demand India 137 1/2
T.T. San Francisco and New York 44 1/2
T.T. Java 110 1/2
T.T. Manila 188 1/2
T.T. France 231 1/2

Buying.

4 m/s L/C 1/10 9/16
1 m/s D/F 1/10 11/16
3 m/s L/C 1/10 11/16
30 d/s Sydney & Melbourne 1/10 18/16
30 d/s San Francisco & New York 45 1/2
1 m/s Manila 103 1/2
1 m/s France 236 1/2
6 m/s do. 236 1/2
Bar Silver 25 1/2
Bank of England rate 2 1/2
Sovereign 10 1/2

SUNDRIARY COINS.

Chinese ... 20 cts. pieces ... \$6.34 dis.
Chinese ... 10 ... \$6.60 ..
Hongkong 20 ... \$5.86 ..
Hongkong 10 ... \$6.10 ..

CLEARANCES AT THE HARBOUR OFFICE.

Anhui, for Canton.
Hanchow, for Swatow.
Hanchow, for Tientsin.
Aronia, for Shanghai.
Maachan, for Shanghai.
Sungking, for Hanchow.
Sabine Rickmers, for Tientsin.
Chinhuu, for Shanghai.

DEPARTED.

Oct. 25.
Yatting, for Saigon.
Sungking, for Hanchow.
Tingang, for Weihai.
Lokang, for Shanghai.
On-gang, for Chingwang.
Sabine Rickmers, for Amoy.

VESSELS IN PORT.

Chinhuu, Br. s.s., 1,310, Denton, 25th Oct.—Canton 24th Oct., Gen.—B. & S.

Dajin Maru, Jap. s.s., 1,576, J. Yamaguchi, 25th Oct.—Tientsin, Amoy and Swatow 25th Oct., Gen.—O. S. K.

Dorwent, Br. s.s., 1,925, J. Jenkins, 24th Oct.—Swatow 23rd Oct., Gen.—Man Fat & Co.

Haiyang, Br. s.s., 1,362, J. W. Evans, 25th Oct.—Fuzhou, Amoy and Swatow 24th Oct., Gen.—D. L. & Co.

Helene, Ger. s.s., 772, H. Bandtzen, 25th Oct.—Swatow 24th Oct., Gen.—J. & Co.

J. B. A. Kessler, Dut. s.s., F. van der Burg, 25th Oct.—Baliu Papi, Borneo 18th Oct.

Bulk Oil—A. P. & Co.

Korea, Am. s.s., 5,551, J. W. Fisher, 22nd Oct.—San Francisco via Ports 19th Sept., Mail and Gen.—P. M. S. Co.

Kamsang, Br. s.s., 2,077, F. Wheeler, 20th Oct.—Calcutta via Singapore 14th Oct., Gen.—J. M. & Co.

Kumano Maru, Jap. s.s., 3,117, M. Winkler, 24th Oct.—Yokohama via Japan Ports 20th Oct., Gen.—N. Y. K.

Paklat, Ger. s.s., 1,018, J. Wenzel, 18th Oct.—Cebu 18th Oct., Ballast—D. & S.

Pongtong, Br. s.s., 997, W. Botelver, 6th Oct.—Bangkok 20th Sept. Rice and Timber—B. & S.

Quinta, Ger. s.s., 900, F. Schlesinger, 25th Oct.—Bangkok and Swatow 14th Oct., Rice—S. & Co.

Shenyo Maru, Jap. s.s., 7,223, H. S. Smith, 24th Oct.—San Francisco 27th Sept., Gen.—T. K. K.

S. ochun, Br. s.s., 1,142, Jones, 24th Oct.—Canton 23rd Oct., Gen.—O. N. Co.

Tacoma Maru, Jap. s.s., 3,830, Yamamoto, 24th Oct.—Tacoma and Manila 22nd Oct. Flour and Matches—O. S. K.

Telamachus, Br. s.s., 1,340, Fraser, 22nd Oct.—Salgon 21st Oct., Gen.—Wo Fat Sing & Co.

Taurugian Maru, Jap. s.s., 2,550, Watanabe, 24th Oct.—Milke 19th Oct., Coal—M. B. K.

Vestfold, Nor. s.s., 1,113, Beistelsen, 20th Oct.—Salgon 16th Oct. Rice—O. S. S. Ltd.

Yuenang, Br. s.s., 1,129, P. H. Rolfe, 24th Oct.—Manila 21st Oct., Gen.—J. M. & Co.

SAILED VESSELS.

Arrow, Br. 4-masted barque, 2,971, C. Molvor, 24th Aug.—San Francisco 2nd May, Petroleum—S. O. Co.

Radiant, Br. 3-masted barque, 1,845, A. S. Bar, 26th Sept.—Philadelphia, Kerwin oil—S. O. Co.

Hotels.

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Telephone No. 007.

By kind permission of Captain Fisher the FULL STRING BAND of S.S. "Korea" will play on the OPEN AIR SKATING RINK at the above Hotel on THURSDAY next, the 26th instant, commencing at 9 p.m. sharp to midnight.

Ice Drinks, Best Brands of Liquors served at tables on the lawn or verandahs.

All cordially invited.

W. GALLAGHER,

Manager.

Hongkong, 24th October, 1911.

HOTEL CRAIGIEBURN.

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Bayley, J. McWhae, J. W.

Berkley-Mitchell, Millspangh, Prof.

Capt. & Mrs. O. Mitchell, Mrs. O. F.

Blanc, Miss Mitchell, Mrs. E. V.

Booth, Miss K. Mitchell, Mr.

Brunner, W. C. Marocki, J.

Carter, J. E. Moore, Dr. J. M.

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Davis, James Nathan, H.

Dawson, R. Nathan, P. D. and

Oettinger, V. Valot

Dolliver, Mr. and Nicholson, Dr. & Mrs. S.

Dooly, Miss N. O'Connell, M. O.

Drew, W. C. O'Brien-Butler,

Edwards, E. J. W. Mrs.

Edkall, Mrs. E. C. Mrs.

Erville, Miss Payne, Mr. & Mrs.

Farquharson, G. L. F.

Fisher, H. G. Perry, Miss E. H.

Fletcher, Miss M. Pond, Ernest H.

Flint, Mr. & Mrs. F.

F. W. J. Preston, Mr. and Mrs. F. C.

Folsom, Mr. & Mrs. Ray, E. H.

B. Raymond, Mr. and Mrs. G.

Galina, G. Sheahan, Mr. and Mrs. J. G.

Gerard, E. Sheahan, Mr. and Mrs. J. G.

Gilwell, C. Sheahan, Miss

Gomes, Rev. G. Sheahan, Miss

Hansen, J. H. A. Stettengen, A.

Harbison, Mr. and Thornton, G.

Mrs. J. W. West, Mr. & Mrs. J. M.

Hofmann, P. J